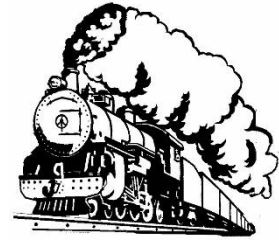




RAIL HERITAGE WA

Members Newsletter

August 2022



FOR YOUR CALENDAR

Sat 13 August 2pm General Meeting followed at 2.30pm by **Jeff Austin's** talk on the Rockingham – Jarrahdale railway, which opened 150 years ago

Sun 28 August SWRHC Open day, Boyanup 9am to 2pm

Sat 10 Sept 2pm Chris French will speak on signalling with an update on Claremont Signal Cabin situation.

Sun 25 Sept SWRHC Open day, Boyanup 9am to 2pm

Sun 9 October Railfest – save the date

*Advance notice: Sat 12 November will see the launch of the project '**Railway Employees killed at war**'*

FROM THE PRESIDENT (Philippa Rogers)

Vale Otto Walkemeyer - passed away 28 July 2022

Otto Walkemeyer, while not known to many of our newer members, was a key stalwart in the early days of establishing the museum and running the sub-museum committee. Our deepest sympathy to his wife Maureen and their family. There will be a memorial service for him on Wednesday 10 August at 2pm. All are invited to gather at the St John Lutheran Church, 16 Aberdeen St, Northbridge for the memorial and refreshments.



Otto (right) with Don Tyler (left) on the occasion of our celebration of the 40th birthday of the museum in 2014.



Left to right: Noel Zeplin, Eddie Woodland and Otto Walkemeyer with plans for the museum site. Note the Cumming Smith works still extant in the background.

Thank you to all those who have renewed their membership. A final reminder to those who haven't quite got around to it – this will be your last newsletter.

We are very much aware of the challenges a 'full house' brings when it comes to the Museum – if nothing else it means any re-organisation is a major event. In 2022 we have far more land (though some of the extra has restrictions on it), than in September 1976 when the late Noel Zeplin, long time President, noted for the Council Meeting on the matter of consideration of further rollingstock for the Museum that *space at the Museum was at a premium!*

Space is one aspect but under cover space is the necessity to ensure the preservation of WA's railway heritage. To this end we are in the early stages of planning for additional roof cover. Thanks to Geoffrey Higham for his willingness to complete a proper survey of the museum area with the current track layout. This detail is critical as we have already covered the sections that can be tackled with nice rectangular roof cover.

FIRST AID Training available as we need more First Aiders at the Museum!

Courses can be one day with online work beforehand or a two-day course. If you are willing to undertake First Aid training, then please contact me on president@railheritagewa.org.au or see me at the museum or general meeting. If you already have First Aid qualifications and can assist at events, please let me know.

MUSEUM (Philippa Rogers)

The weather has restricted activities at the museum recently, but it is very pleasing to see our new improved drainage working very well. Thanks to Bruce for completing that work. There is however one more task – half the slabs have been relaid but the rest need to be done. This is not a task for one person! If you can help, or can organise a group to help, then please let me know.

Pennsylvania Railroad Position Light (John Cole)

One task that has been undertaken despite the weather is the installation of the ex-Forrestfield Hump Signal next to the Exhibition Building. At over 5m tall this is quite an imposing addition to our displays.

This double-sided Signal is a combination of a Position Light Signal (Top Head) and a Searchlight Signal (bottom head). It was used to control the speed and movement of the shunting engine at the Forrestfield Narrow Gauge Hump yard.

The Forrestfield Narrow Gauge Hump yard was where a single rake of goods wagons was shunted into 32 separate lines to make up trains to go to the country.

The Position Light Signal was developed and used extensively by the Pennsylvania Railroad (PRR) as an alternative to Semaphore signals.

Three lights in the horizontal mimicked a semaphore arm at "Stop", three lights in a 45-degree arrangement mimicked a 3 position semaphore at "Caution" and 3 vertical lights indicated "Proceed."



Thanks to John C, Brayden, Dom and John W for their work in undertaking this move and to John Cole who is working towards its future operation.



The Searchlight Signal uses a single bulb and lens system for each colour light, it features a single white bulb focused through a one lens system. Key to the search light system is a mechanism that changes colour aspects by moving small, coloured filters in front of the lamp that projects the coloured light through the lens system creating a bright narrow beam.

This Signal was specially manufactured for the WAGR and is believed to be the only one of its kind in Australia.





Showing the signal in situ at the Hump yard, Forrestfield with wagons moving over the hump, and a view down the yard (P01083)



Around the Museum site in the past month the WA Model Railway Club have removed the old extension to the garden railway and will create a new easy access and maintenance version. It is hoped to have this operational by RailFest.

The photo above shows Dom operating the front-end loader assisting in the removal of what turned out to be a large amount of sand from the former model railway garden.

ROCKINGHAM TO JARRAHDAL RAILWAY – 150 years

On 31 July Jeff Austin gave an excellent presentation to a crowd of over 50 people at an event organised by the Jarrahdale Heritage Society. As always people took the opportunity to ask Jeff many questions about our timber railway history. It was also a great opportunity to promote our organisation and the work it does.

You can hear this excellent talk at our next General meeting on 13 August.



The Jarrahdale Heritage Society emailed Philippa saying:

Just a quick note to thank you and Jeff for coming to Jarrahdale yesterday.

We appreciate all the effort a presentation like this takes, and also your enthusiasm for the 150th Celebrations. The feedback has been very positive, and I know we all learnt so much from Jeff. His knowledge and enthusiasm are wonderful.

ARCHIVES (G Watson)

The following requests for information have been received from members of the public and other organisations during the month of July and have been dealt with by Jeff Austin.

No.	Subject	Purpose
40	S & PM locomotive photos	Self
41	Midland Workshops photos	Magazine article
42	B. Collard, WAGR employee record	Local history
43	The Westland consist & timetables	Self
44	Landliner/Cheetah buses	Publication
45	Albany station plans	Local history
46	Nyamup timber cottage photos	Magazine article
47	WAGR Garratt & Fairlie loco notes	Publication
48	Info & photos of Naretha & Rawlinna	Family history



The First Zoo Loco

Maybe some of more senior members may remember this loco on a visit to the Zoo in their childhood. This loco hauled the Zoo train from 1934 until 1953 when it was replaced. It ran on a 500-metre circuit of track around the oval, was powered by a Ford car engine and the Zoo staff built the carriages.

The photo was taken in 1952 by a visitor from Victoria and part of a recent donation from Ballarat Tramway Museum.

RESTORATION AND MAINTENANCE – the midweek team

You may not have met the people who work on our collection on Tuesdays and Thursdays. This photo introduces them: (L to R) Kevin, Colin, Les, Andy and Graeme as they enjoy a social day out.



The work of this group is most obvious along the platform where they are currently working on a repaint of the AY suburban carriage and in the cab of steam locomotive R 174. Earlier in the year they repainted the BAS ballast hopper and the bullion van. On wet days they have been reassembling and restoring AVL 314 – a lounge buffet car.

Some of the group have been volunteering with us for over 20 years, with others joining more recently. They are a very friendly group who would make you welcome should you wish to join them on a Tuesday or Thursday or both days.

Please contact Ian on secretary@railheritagewa.org.au or Philippa president@railheritagewa.org.au for details if you are interested in joining them.

SOUTHWEST RAIL AND HERITAGE CENTRE (Alasdair Kenyon)

Following a very wet and windy Saturday, the weather cleared on Sunday for another beautiful winters' day. Our visiting attraction this month was a display of vintage motorcycles from the Pre-48 Section of the Indian Harley Club, Bunbury, with many visitors asking where were the motor bikes. Overall, we had 85 adult and 33 children as visitors over the day, a very pleasing number.

Last month a local electrical contractors attended the open day talking to our various groups about improved power requirements for the centre. Following on from that he has been liaising with RHWA with a view to lodging an application with Western Power. SWRHC are investigating external funding options might be available.

As mentioned last month we received a CHART grant for some shelving and cabinets. Philippa and John spent a lot of the day sorting and putting away the various items belonging to the Boyanup Foundation that had accumulated in the front room of the cottage over the past few years. Thank you for that.



LOCOMOTIVE HISTORY (Jeff Austin)

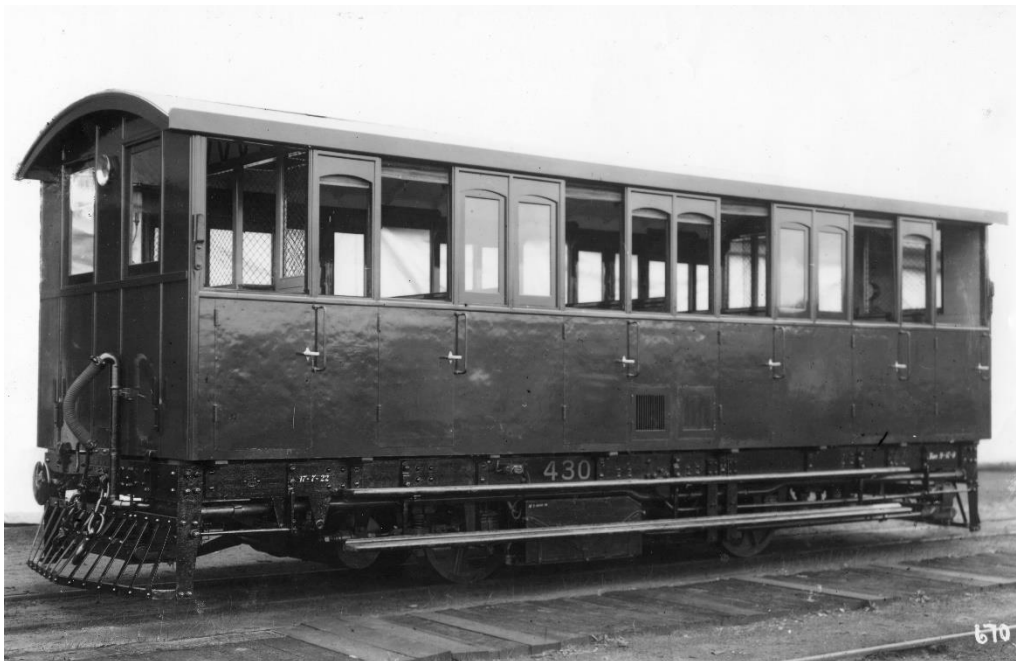
AO Rail Motor Cars

With PTA contemplating a new Australind railcar set to be built at Bellevue, we can look back 100 years to the first country rail motors - the AO class.

In 1920 the WAGR prepared specifications for a petrol-driven self-contained car to hold 30-40 passengers. The Agent-General in London was requested to call tenders for these cars and the contract was awarded to the Motor Rail and Tramway Co. Ltd., Simplex Works, Bedford in February 1921. This company was to supply the chassis and engines for 3 cars, with the bodies to be built in the Midland Workshops. The first two chassis were completed and left the works on 10 March 1922 and the third on 1 April 1922.

The three cars were described in the 1922 WAGR Annual Report –

“Three rail motor coaches are being put into service, the chassis being imported and the bodies built at the workshops. They have been constructed to carry 40 passengers, and will be used in the country districts. The cars are electrically lighted and fitted with vacuum brakes. They are each operated by one man. The engines are 4-cylinders of 40HP, and were constructed by W.H. Dorman & Co. Stafford, England. The chassis were designed and made by the Motor Rail and Tramway Co. Ltd., Simplex Works, Bedford. Although in the experimental stage, these coaches give every promise of success, and will it is hoped prove of convenience in districts where the train service is infrequent.”

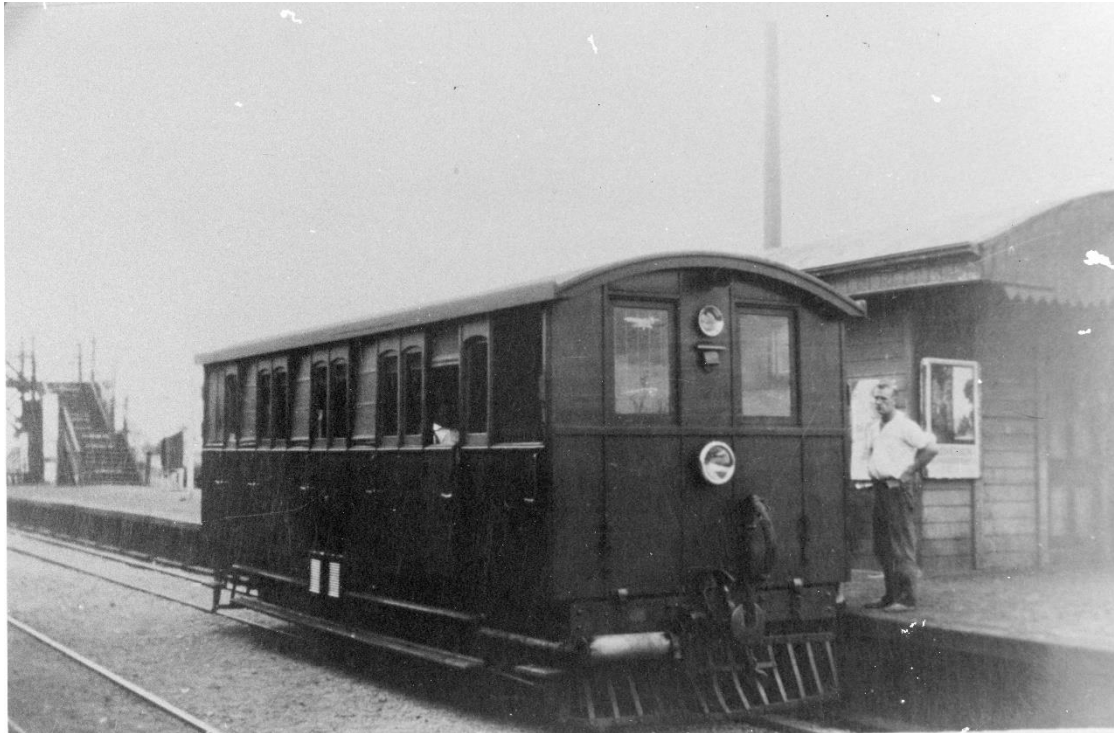


Motor Coach 430, new at Midland Workshops in 1922 (P02904, WAGR)

The 3 vehicles were shipped to WA and delivered to Midland Workshops for construction of the bodies. The Minister for Railways, Mr J. Scaddan inspected progress on the new rail motors at the workshops on 8 June 1922. Two of the cars were completed in early July and were trialed on the railway to Kalamunda.

However, they proved to be not suited to this line, having difficulty on the steep grades.

The first official trial ran from Perth to Midland Junction on 20 July 1922, carrying the Minister, Mr Scaddan and the Commissioner of Railways, Harold Pope. While the cars were intended to operate at 20mph, a speed of 30 mph was reached on the straight track at Maylands. One of the cars was then placed on public display at Perth station on 21 July. The cars were classified as 'Motor Coach 430-432' and had cost £3837 each.



Motor coach on trial at Pinjarra in 1922 (P20430, RHWA)

On entering service, the three cars were based at Albany, Narrogin and Merredin, and operated passenger services on the branch lines from those towns. The first service ran on 1 August 1922 when coach No.430 ran from Albany-Denmark and return. Services from Narrogin commenced on 14 August and from Merredin on 4 September.

The schedule for these cars was intensive and had consequences described in the 1923 WAGR Annual Report –

“At the outset all 3 cars were put into service, but it was found in practice that they could not be left running day in and day out, and the Merredin car was therefore withdrawn for purposes of relief.”

The Merredin service ended on 30 April 1923 and the car was sent to the GSR.

The Denmark service was especially popular, with the motor coach at times having to haul a compartment carriage. A light-weight trailer car, No.433 was converted from a 4-wheel P class brakevan and this entered service in December 1922.

By 1926 only a regular service still operated from Albany-Denmark, while the car at Narrogin worked an irregular service to Kondinin, Williams and Wagin. The services

operated by these cars ran at a deficit each year but were significantly less than if the trains had run with a locomotive and carriages. In the 1926 Annual Report it was recommended that if funds were available another 7 of these cars should be purchased.

Unfortunately for one of these cars, No.432, its career came to an end at Narrogin on 22 October 1926 -

"Motor Coach Burnt. - The ringing of the fire bell on Friday evening last caused a mild sensation in Narrogin, the cause being located at the railway loco sheds. It appears that shortly after the arrival of the coach from Wagin that evening the tank was being refilled with petrol for a trip to Pingelly on the following day. By some means the spirit became ignited and in a few minutes the vehicle was in flames. The fire spread to the shed, the rafters of which were soon alight and had it not been for the prompt arrival of the fire brigade the shed would have been incinerated. However, the brigade directed their attention to the building and were successful in effecting a big save. This was really the first try-out of the brigade and they are to be complimented on their prompt arrival and efficiency. Nothing could be done to the coach which was totally destroyed."

The two remaining cars continued in service at Albany, working to Mt Barker and Denmark, and after 1929 to Nornalup. They were still on the Nornalup service in 1934 but by then were accumulating heavy maintenance costs.

Fire was to claim another of the class, when motor coach No.430 was destroyed at Albany on 30 August 1936.

Fire at Albany – A fire in the Railway Department's locomotive shed at Albany, between 5 and 6 o'clock yesterday morning was responsible for the almost total destruction of a Simplex English rail motor coach, which was formerly used in the Albany-Denmark-Nornalup service. It was withdrawn from commission on Thursday last for overhaul, and a few days earlier its companion coach was sent to Kalgoorlie for service."



AO 431 on the Boulder line c.1940s (P06234, RHWa)

The surviving coach, No.431 and trailer No.433 arrived in Kalgoorlie in August 1936 for use on passenger service from Kalgoorlie to Boulder. In June 1937 they were classified, AO 431 and AOT 433. The WAGR compiled detailed monthly records for trolley buses from 1934 and this paperwork included a column for rail motor AO 431. These records showed that '431' and trailer were still working the Boulder services in February 1950. They were soon after withdrawn and written off on 27 June 1950. A summary of each car is listed below –

Motor Coach 430 (Chassis No.2164). Entered service on 18 July 1922 and sent to Albany. Destroyed by fire at Albany, 30 August 1936. Underframe used to build Jetty 70, issued 25 April 1945 and used to transport boiler tubes around Midland Workshops.

Motor Coach 431 (Chassis No.2163). Entered service on 9 August 1922 and sent to Narrogin and later Albany. Transferred to Kalgoorlie in August 1936. Classified as AO 431 on 30 June 1937. Withdrawn from Kalgoorlie and written off on 27 June 1950.



AO 431 and trailer at Kalgoorlie in 1940s (P06299, RHWA)

Motor Coach 432 (Chassis No.2165). Entered service on 29 August 1922 and sent to Merredin. Destroyed by fire at Narrogin, 22 October 1926.

Trailer Coach 433. Built by WAGR and cost £154. Entered service on 16 December 1922 and sent to Albany. Transferred to Kalgoorlie in August 1936. Classified AOT 433 on 30 June 1937. Re-numbered 'AOT 430' on 16 September 1946. Withdrawn from Kalgoorlie and written off on 27 June 1950. Converted to workmen's van, DW 5092 on 7 September 1951 and written off on 27 September 1965.

AROUND THE STATE (Simon Barber)

Railways Access Code

The WA State Government has been implementing significant changes to Western Australia's Rail Access Regime, which provides a regulated pathway for parties to gain access to pre-determined privately-owned railways. Amendments to the Railways (Access) Code 2000 have now been drafted to make the regime a more effective alternative when commercial negotiations stall, speed up access negotiations and ensure railway access arrangements are fair for all parties. Premier and Treasurer Mark McGowan said the important reforms contributed to ensuring businesses can more easily use the rail network to efficiently move their products across the state. Feedback was being taken from interested parties to consider the draft proposals, with a closing date for submissions of 23 July 2022. Stakeholders who made public submissions in response to the Issues Paper included Alcoa, Arc Infrastructure, Aurizon, the ARTC, CBH, Pacific National, Roy Hill, Rio Tinto, and the Wheatbelt Railway Retention Alliance.

Bunbury Passenger Service Planning

Planning to investigate a potential faster rail link between Bunbury and Perth is progressing, with consultants now on board to develop the project's strategic business case. In partnership with MER Consult and Arup Group, KPMG has been awarded a \$500,000 contract to produce the project's strategic business case, which will include evaluation of the potential economic, social and environmental costs and benefits of the project. The proposal aims to improve public transport travel between Perth and Bunbury, with the existing *Australind* service trip taking two and a half hours. The Federal Government allocated \$4 million in the 2020-21 Budget for high-level investigations into a faster train to Bunbury, with the State matching that investment. The strategic business case is anticipated to be completed by the middle of 2024. Any future planning would depend on the feasibility of the fast rail link proposal and would be considered a very long-term project if viable.



NR118 crosses the Swan River at Fremantle with 7AK2 inspection train on 2 July 2022.

(Simon Barber)

**PACIFIC
NATIONAL**

The ARTC / Sydney Trains inspection train visited Western Australia during late June and early July. It arrived at Kewdale on 1 July, then ran to North Quay and

East Perth Terminals on 1 July. Return to Parkeston was on 3 July. Visits are made west roughly on a quarterly basis. The time spent in WA was truncated from normal schedules, with no recording being done to Esperance, Leonora and Kwinana on this occasion. Pacific National hold the hook and pull contract for the legs into WA, with NR47 working the train into Kewdale on 30 June, then NR118 taking over for the remainder of the itinerary.

AURIZON

CBH Group

DBZ2301 and DBZ2305 have made a return to main line running under their own power. The pair ran a light engine trial between Forrestfield and Kwinana on 9 July. They then worked to Avon Yard with a grain wagon two pack pair on 11 July. It is proposed that they will work grain trains in the Kwinana zone along with DBZ2302, which is still receiving workshop attention at Forrestfield.

P2514 hauled 36 VGHM / VGKM grain wagons from Forrestfield to Narngulu on 14 July, adding to wagons which have been arriving by road. Originating from Queensland, the set will enable Aurizon to provide a third fleet in the Geraldton zone, termed as one of three “surge” fleets which are made available as part of the CBH contract.

Tronox

ACD6049, 6022, 6025 and 6023 departed Broken Hill with 4UP1 loaded mineral sands containers on 20 July. ACD6049 was a late addition to the train as 6023 had radiator issues which required attention. After arrival at West Kalgoorlie on 22 July, ACD6049 was replaced by ACC6032 for the remainder of the journey to Kwinana. This was the first visit of an ACD class unit to South Australia and Western Australia. ACD6049 was subsequently attached to 7PU1 at West Kalgoorlie on 24 July, the train arriving from Kwinana behind 6022 and ACC6032.

WATCO

GL104 and T369 worked 4471 / 4472 nickel concentrate services between Hampton and Leonora on 13 July. This was the first working of a T class loco on the Leonora line. Prior to this, T369 had been captive to the WATCO wagon maintenance facility at West Kalgoorlie yard since its arrival from Perth. T376 and T377 continue to be based at Forrestfield, working shunt movements between the SCT yard, BlueScope Steel and Saddleirs.

FROM



(Jane Patroni)

A “Gilbert” Rail Carriage Chair at Merredin....

One of the many pleasant delights in volunteering at the Railway Museum is the occasional “jackpot” find! A recent, casual conversation between **Treasurer Deb Morris** and **Rail Historian Philippa Rogers** revealed a forgotten treasure dustily idling its time away in a shed at the rear of the Community Resource Centre in Merredin.

The discovery led to the **identification of a chair** that was used in a class of passenger railcar known as the “**Gilbert Carriage**”. Interestingly, the history of the chair and how it came to Merredin is somewhat of a mystery!



We understand that the “Gilbert” cars were the only carriages purchased from America, and their non-English origins caused no amount of controversy at the time. They arrived at Fremantle aboard the “S.S. Nairnshire” on 13 February 1892 (130 years ago). Described in the following terms:

“...They were typically American with their clerestory roofs sweeping down over the two end platforms and their large windows giving them an air of importance.

Their bodies and underframes were of timber, with the body sides of tongue and groove panelling painted in Indian red. Gangways on the end platforms allowed passage between the cars. First class cars number 36 and 39 carried 37 passengers, while cars 37, 38 and 40 carried 41 people in seats. Cars were lit by oil lamps fitted into the clerestory roofs. By 1902 the “Gilbert” cars were in the Eastern Goldfields being hauled around Kalgoorlie by N class steam locomotives.”



How the “Gilbert” seat came to Merredin is a mystery. Perhaps it was gifted to Merredin by the Railway Institute in Kalgoorlie? Local people remember the seat having the pride of place for “*Santa’s Derriere*” at the Annual Christmas Party held at the Railway Institute Hall and it seems that it had been painted red to compliment the occasion! In more recent years it was used by Santa at the Community Resource Centre for photo opportunities with eager youngsters.

Whatever the stories, we'd love to hear them and hopefully piece together another "gem" of local rail significance.

Come and see the "Gilbert Chair" in our Refreshment Room.

MUSEUM ROSTERS

Wednesdays

Date	Duty Officer / Sales 1	Sales 2 & Greet	Site supervision
3 August	B Williams	T Nunn / K Smith	D Ingram
10 August	G Bradley	K Smith	
17 August	A de Smalen	K Smith	
24 August	G Bradley	K Smith	B Horton
31 August	B Williams	K Smith	D Ingram
7 Sept	G Bradley	K Smith	
14 Sept	A de Smalen	K Smith	S MacKay
21 Sept	G Bradley	K Smith	B Horton
**28 Sept	B Williams	K Smith	D Ingram

** school holidays – Museum opens 11am Wednesdays

Sundays

Date	Duty Officer / Sales 1	Sales 2 & Greet	Site supervision
7 August	K Smith	Quynh Hoang	G Watson / M Gillooly
14 August	B Williams	K Smith	C Forsey
21 August	A De Smalen	K Smith & B Keay	D Raines
28 August	G Higham	L McBeath & K Smith	M Miles
4 Sept	K Smith	Quynh Hoang	G Watson / M Gillooly
11 Sept	B Williams	K Smith	C Forsey
18 Sept	A De Smalen	K Smith & B Keay	D Raines
25 Sept	G Higham	L McBeath & K Smith	M Miles
2 October	K Smith	Quynh Hoang	G Watson / M Gillooly

If you are unavailable for your roster, please contact Brian Williams on brianwilliams@railheritagewa.org.au with as much notice as possible,